

***United States Court of Appeals  
for the Second Circuit***



**APPELLANT'S  
SUPPLEMENTAL  
APPENDIX**

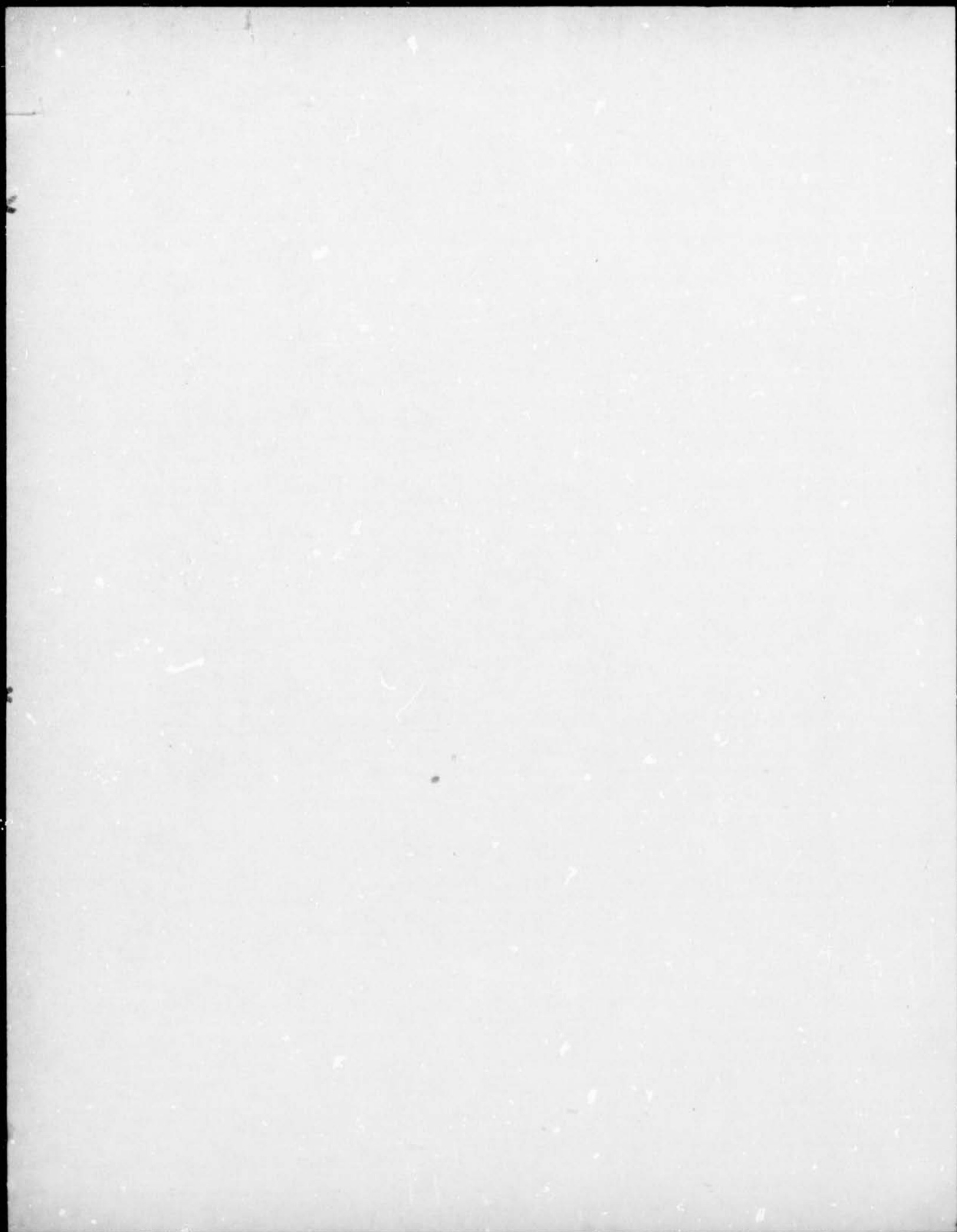
*Surrogate Answer*

74-1122

*B*



H.E. SKIDMORE  
95-18 BALDWIN BOENDE  
FOREST HILLS, N.Y. 11375



SUPPLEMENT TO  
APPELLANT'S APPENDIX  
on  
BRIEF of APPEAL

74 - 1122

"N" Signatories to petition to Adjustment Board	2 pages
"O" Page 8 of Ex Parte Submission to Adjustment Board	1 page

We the undersigned have read the accompanying letter referring to Notice No. 3 before the National Railroad Adjustment Board and are in full agreement with sentiments expressed therein.

John H. Fulkerson	R. S. Kaul	Pat Wollenbaker
George H. Brewster	Hyon Suk Lee	Marcelo L. L. L.
Paul R. Kern	J. Scholl	Robert Ziegen
Frederick J. L. L.	James Minnely	George E. Bradley
Maxwell Deagle	Theresa D. Cox	Robert Gordon
Harold W. H. H.	Ben Kurler	Roscoe Fisher
Reg. F. F.	Edward F. F.	W. J. Davidson
W. P. Palma	George A. Shess	W. J. J.
W. J. J.	J. M. Isola	J. J. Byrne
A. R. Calabrese	H. D. Prescott	H. B. B.
G. A. Hamminney	E. J. E.	E. K. K.
J. F. Hamminney	J. A. Henry	Francis J. West
E. Travet		Ellen L. Stewart
Donald W. M. Cash		W. J. J.
W. J. J.		

Joseph J. Sokol	H. Hill	Frank A. Marchetta
Marianne Mire	M. D. Mauney	Margaret Owens
A. Burnett	L. M. Bates	Clifford Clarkson
Michael J. Quinn	M. Bombardier	Jane Johnson
Albin + Lou Lucia	V. H. Keeler	H. L. Johnson
Er. Aggie	Educa C. Bishop	V. Farrell
J. J. Lockmeyer	Walter R. Lathel	Bernice H. Luger
J. P. McCallum	C. Bruen	Arthur J. Linnick
J. P. Bowler	W. L. Haynes	Prof. Benson
L. J. Adracher	W. B. B. B.	Nelson Lescow
A. Brannon	John Schezo	R. L. Cooper
K. Kuchinski	H. M. M. M.	John Kelch
W. Jager	H. M. M. M.	Theresa Turtur
W. J. J. J.	Fred Hallen	E. Debreton
Herold F. Coady	Elmer E. Burkfeld	Margaret L. L. L.
B. Merrell	Edna L. Tiggart	E. J. J. J.
Edward A. Albert	Merica	Miriam Gilbert
M. Fried	William H. H. H.	Hugh F. L. L. L.
Joseph T. Whelan	G. C. C. C.	Ray L. L. L.
Harry Elm H. H.	V. M. M. M.	Maril C. L. L.
Francis J. J.	R. M. M. M.	Alvin J. J.



We the undersigned have read the accompanying letter referring to Notice No. 3 before the National Railroad Adjustment Board and are in full agreement with the sentiments expressed therein.

Frank C. O'Leary	Mary Paroal	A. P. ...
Frederick G. Ulrich	...	John ...
A. W. Gallison	Raymond E. Whipple	Arthur ...
James ...	...	George Thos.
Louise French	A. H. Hunter	Wm. Williams
...	W. ...	Love Richardson
Belle Kutter	...	Thomas ...
Robert ...	J. ...	...
Viola Carter	...	Raymond ...
...	Thompson ...	Charles ...
Donald T. Noonan	W. ...	P. ...
...	C. W. ...	Ruth ...
...	...	...
...	H. ...	...
...	John ...	...
...	Bern ...	...
...	Thomas ...	...
...	...	...





A brief rundown on our past rules and privileges pertaining to passes were; Shortly after employment the new employee received a pass for his or her transportation usually within the local territory of the railroad. After a certain time period of employment another pass was issued permitting travel to a more distant point on the line. After a period of five years a separate pass was issued for a wife and children. In addition one could have one free transportation pass on another railroad each year after the five year tenure of service. After another period of time had elapsed, perhaps ten years, one received a pass over the entire system. At retirement one would continue to receive the benefits of the free transportation until death terminated the arrangement. In addition if one had been employed for twenty five (25) or more years their widow, if they had passed away during their employment, was entitled to receive a free transportation pass, also for life unless she remarried. I trust you will recognize it is a right, a privilege and a benefit that needs protection.

It has occurred to me that another item in Finance Docket No 21989 is very pertinent and I quote, "Section 5(2)(f) simply assures, in substance, that the benefits from unification shall not be derived solely at the expense of railway labor. Therefore as the trains are operating it will cost no more to transport the employee than if the seats were empty.

Another point to be put in the forefront of the argument is that all charges made for any service rendered or to be rendered in the transportation of passengers or property, or in connection therewith, shall be just and reasonable, and every unjust and unreasonable charge for such service or any part thereof is prohibited and declared to be unlawful.